

IN THE SPECIFICATION:

Page 1, after line 1, please insert the following heading: -- Field of the Invention --;

Page 1, after line 3, please insert the following heading: -- Background of the Invention --;

Page 4, after line 9, please insert the following heading: -- Summary of the Invention --;

Page 5, after line 31, please insert the following heading: -- Brief Description of the Drawings --;

Page 7, after line 3, please insert the following heading: -- Detailed Description of the Invention --;

Please delete the paragraph at Page 8 line 31 bridging over to Page 9 line 12 and insert the following paragraph as amended:

As described above, the bypass turbofan engine 101 comprising the essential features; the first propulsion system 102 and the second propulsion system 103; the first propulsion system 102 itself comprises the first fan rotor 113, a core engine 106, a first low pressure turbine 107 and the first fan shaft 108. The first fan shaft 108 is drivingly connected to the first turbine 107 and the first fan rotor 113. The second propulsion system 103 comprises the second fan shaft 112, which is drivingly connected to the second fan rotor 114. Importantly, the present invention is realised where the second fan system 105 is driven by the first propulsion system 102 and the first and second shafts 108, 112 are not coaxial with one another. Furthermore, in the embodiment described with reference to figures 1-1F, the second fan system 105 is driven by the fluid or gas flow exhausted through the downstream turbine 107 of the first propulsion system 102 and through a second low pressure turbine 111 of the propulsion system 103.

Please delete the paragraph at Page 9 lines 22-32 and insert the following paragraph as amended:

Splitter assemblies ~~416~~ 117 and ~~417~~ 118 are disposed in bypass ducts, 121 and 122 respectively, and enable the flows from the fans 104 and 105 to be discharged through separate, generally coplanar and generally "C" shaped nozzles 123 and 124. The bypass ducts 121 and 122 are defined, radially outwardly by the inner walls of the nacelle 137 and radially inwardly by a core engine casing or fairing 141. Furthermore, during reverse thrust mode of engine 101 operation, air flows from the fans 104 and 105 are directed to pass through thrust reverser doors and/or cascades 125 and 126 on the sides of the engine 101.

Please delete the paragraph at Page 10 line 34 bridging over to Page 11 line 9 and insert the following paragraph as amended:

To control the fan working lines of engines with low fan pressure ratios in order to improve surge margin at low air speeds, when the exhaust nozzles are not choked, the cold flow bypass nozzles 123 and 124 comprise means to vary their area. Such variable area nozzle configurations are known in the art and further discussion is not necessary. Alternatively, one or more variable area auxiliary cold flow nozzles 132 could be incorporated, or one or more of the fan rotors ~~414~~ 113 and ~~415~~ 114 could be fitted with variable pitch rotor blades. The auxiliary cold flow nozzles 132 may further be integral with a thrust reverser, as known in the art.